

**SURFACE TRANSPORTATION BOARD
OFFICE OF ENVIRONMENTAL ANALYSIS**

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

ENVIRONMENTAL RECOMMENDATIONS IN DOCKET NO. AB-33 (Sub No. 283X)

June 12, 2014

ABANDONMENT TYPE

The time for comments on the Environmental Assessment (EA) has expired in this:

(X) Notice of Exemption () Petition for Exemption () Regulated Abandonment

(X) NO NEW COMMENTS WERE RECEIVED

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On May 17, 2013, Union Pacific Railroad Company (UP) filed with the Surface Transportation Board (Board) a notice of exemption to abandon a 1.03-mile line of railroad in Iron County, Utah. The Board's Office of Environmental Analysis (OEA) served an Environmental Assessment (EA) for this proceeding on June 11, 2013 for public review and comment. OEA received no comments.

In the EA, OEA recommended one environmental condition. Because requirements pursuant to the Section 106 process of the National Historic Preservation Act, 16 U.S.C. § 470f (NHPA), had not been completed at the time of the Board's decision, the Board imposed a condition requiring UP to retain its interest in and take no steps to alter the historic integrity of all historic properties including sites, buildings, structures, and objects within the project right-of-way that are eligible for listing or listed in the National Register of Historic Places (NRHP) until the Section 106 process was completed. The condition further stipulated that UP not file its consummation notice or initiate any salvage activities related to abandonment (including removal of tracks and ties) until the Section 106 process was completed and the Board has removed this condition. The Board reopened the proceeding in a July 5, 2013 decision to impose the Section 106 condition.

In April 2014, a consultant for UP submitted to the OEA additional information regarding the history of the Cedar City Subdivision line and its eligibility for the NRHP. The Board conducted additional analysis of the Cedar City Line's history and consulted with the Utah State Historic Preservation Office (SHPO). Based on significantly compromised integrity, including the removal of a significant feature of the line that once served the historic Cedar City Depot, the OEA found that the Cedar City line is ineligible for the NRHP. In a letter dated May 27, 2014, OEA submitted to the SHPO a finding of No Historic Properties Affected for the abandonment. In a letter dated June 3, 2014, the SHPO concurred with this finding.¹

With SHPO concurrence on OEA's determination pursuant to 36 CFR 800, the Board has satisfied its responsibilities under Section 106 of the NHPA in this proceeding. OEA is recommending that the Board remove the Section 106 condition.

¹ The documentation for this finding, as specified at 36 C.F.R. § 800.11(e), consists of the railroad's Historic Report, all relevant correspondence and the Environmental Assessment, which have been provided to the SHPO and made available to the public through posting on the Board's website at <http://www.stb.dot.gov>.

Conclusions

The EA comment period ended with no comments. In the EA, OEA recommended the Board impose a condition to complete requirements under Section 106 of the NHPA upon any decision granting abandonment authority. The OEA has now completed Section 106 requirements and recommends removal of the condition.

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